

**ATTACHMENT 5
OCTOBER 26, 2012 MEMO TO PLANNING
COMMISSION, P. 43/583**

FILE NO.: AP-12-02 and AP-12-03

REQUEST: Appeal of Planning Commission decision in CUP-12-02 and CUP-12-04 denying application to expand Water Treatment Plant and install new Raw- and Finished-water transmission line

submitted
11/25/2012
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My name is Yvonne Davis. I live at 4226 Mapleton Drive.

The safety of Mapleton is critical to me and my family. I wanted to see for myself just how the heavy equipment is going to affect our street, so I broke out the numbers that LOT provided in their construction management plans. I really wanted to know how often heavy duty diesel trucks would traverse Mapleton and Kenthorpe, and how many trips in total. What I learned is very disturbing.

Please look at the spreadsheet included with my written testimony.

CDC 60.090 A(2) states that: *"the project design is compatible with abutting land uses in regard to noise generation and **public safety** and is consistent with applicable zoning and development standards and criteria for the abutting property."* Clearly, endangering school children is a gross violation of this code.

Thus far, my testimony has centered on safety and the intrusive nature of this project. But that's not my only objection. This is also a health and environmental nightmare. We are about to experience more than 75,000 trips immediately around our homes by heavy duty diesel vehicles.

Goal 6 of the Comprehensive Plan is titled: "Air, Water, and Land Resources Quality". It reads: *"The quality of the area's air, water, and land resources have (sic) a considerable impact on overall livability. Only through careful preservation and management of these resources will West Linn assure a healthy environment for all its residents."*

Section 1: states, *"The primary source of air pollution within the City of West Linn is automobile and truck emissions. At this time there are no known major single point sources of air pollution in the City. However, it is important to be aware of existing or future industrial facilities, which could be major point sources."*

Based off of the applicant's own truck trip figures there will over 75,000 truck trips around our homes, school and businesses. The average heavy duty diesel vehicle emits 15 to 20 times more particulates per mass unit of fuel than the average light duty vehicle. The addition of this truck and heavy equipment traffic to our city will undeniably have a huge negative impact on the quality of our air, and Staff has ignored the issue altogether.

I would suggest the project also violates CDC 60.090A (3): *"Project design minimizes environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities, and a site with fewer environmental impacts is not reasonably available."*

It has been stated many times, but bears repeating: LOT's claim to have explored alternative sites is not credible. Robinwood has been in their crosshairs from day one. Surely there are other sites with fewer impacts available to a city with Lake Oswego's resources. This is yet another violation of our own development standards.

When I lived in Berkeley, there was a bumper sticker seen about town: "If you're not outraged, you're not paying attention". Well, the LOT partnership is hoping you are not paying attention.

The people who live in Robinwood have no choice of paying attention or not. We are already living with disruptions to our daily lives brought about by this project. We are spending thousands of dollars defending ourselves against a lawsuit to condemn our property rights. We are devoting countless hours to convincing our own city to stand up for the interests of its taxpayers. We are losing sleep, contemplating what is about to happen to our neighborhood. We are angry, and we are scared. We feel abandoned by the City. We are outraged.

Commissioners, I ask you, please send a message to Lake Oswego: "We are paying attention. And we will not allow you to destroy a beloved neighborhood simply because it is the expedient thing for your goals. We've got Robinwood's back".

Please deny this application.

Table 14A-1. Construction Traffic Estimates

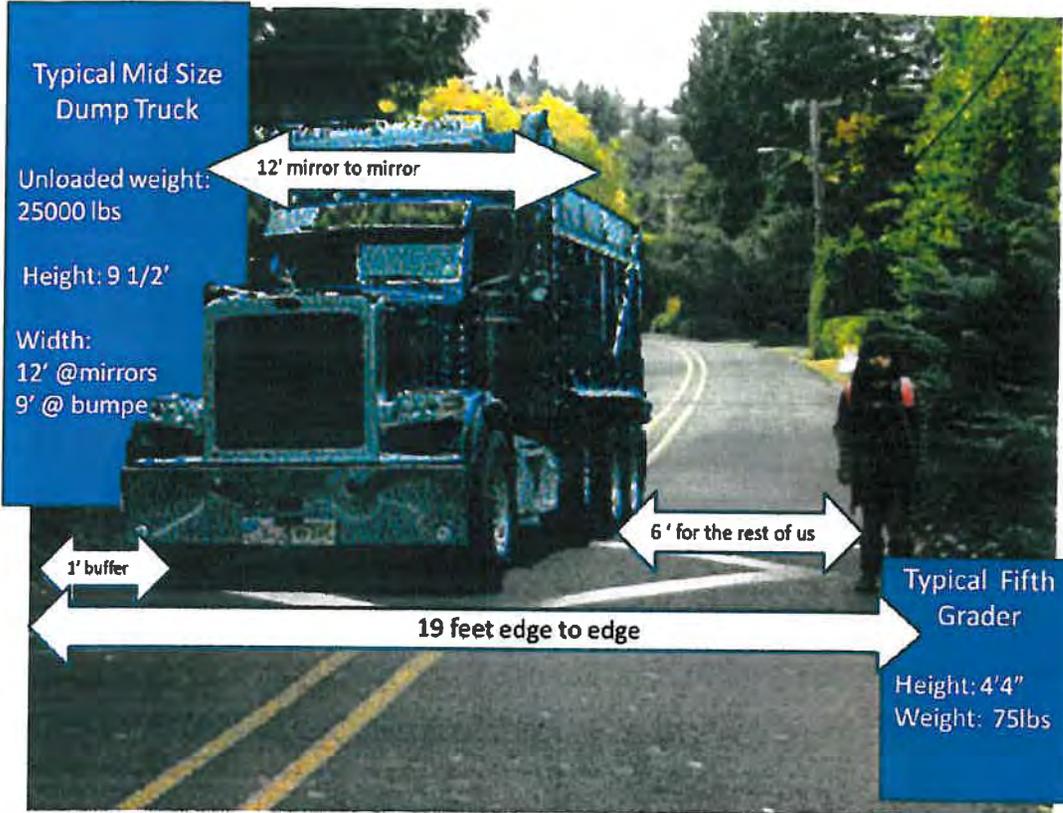
WATER TREATMENT PLANT - CONSTRUCTION TRAFFIC ESTIMATES	
Average Traffic Volume over 32 Month Construction Period	Average Hourly Trips
Truck trips (1)	3.5
Workforce trips (during commute hours) (2)	21.9
Average hourly trips (during commute hours) (3)	25.4
Peak 12 Month Trip Volume	Peak 12 Month Hourly Trips
Truck trips (1)	6.3
Workforce trips (during commute hours) (2)	29.3
Average hourly trips (during commute hours) (3)	35.5
Peak 3 Month Trip Volume	Peak 3 Month Hourly Trips
Truck Trips (1)	9.8
Workforce trips (during commute hours) (2)	25.0
Average Hourly Trips (during commute hours) (3)	34.8
Notes:	
(1) Hourly truck trips are based on daily truck trips per day spread over an 8 hour work period.	
(2) Workforce trips (commutes to / from the site) occur during A.M. and P.M. commute periods assumed as follows: - A.M. commute hour: 6:00 a.m. to 7:00 a.m. - P.M. commute hour: 4:00 p.m. to 5:00 p.m.	
(3) Highest construction traffic volume occurs during A.M. and P.M. workforce commute hours.	
Trip Dateline Information:	
A. Peak 12 month truck trip volume occurs during months 2 through 13.	
B. Peak 12 months of workforce trip volume occurs during months 10 through 21.	
C. Peak 3 months of truck and workforce trip volume occurs during months 9 through 11.	
D. See Figure 14A-1 - "WTP Construction	

Below from P 11 Pipeline Construction Plan

Table 3. RWP and FWP Truck Trip Volume by Phase¹

Phase	Truck trips per Hour ²	Typical work hours	Anticipated start of construction window	Anticipated end of construction window
HDD construction (via Mapleton Drive) – normal	2	7 a.m. to 7 p.m.	March 2014	October 2014
HDD construction (via Mapleton Drive) – pullback	6	NA ³	NA ³	NA ³
Open-cut construction on Mapleton Drive	6	7 a.m. to 7 p.m.	November 2014	March 2015
Open-cut construction on Highway 43	8	8 p.m. to 5 a.m.	June 2014	August 2015

¹Additional daily truck trips will result from WTP construction activities which are not included in this table.²All truck trip volume reported is one-way (each round trip results in two (2) one-way trips).³HDD pullback activities will occur once over a continuous 24- to 48-hour period.



**Typical Mid Size
Dump Truck**

Unloaded weight:
25000 lbs

Height: 9 1/2'

Width:
12' @mirrors
9' @ bumper

12' mirror to mirror

1' buffer

6' for the rest of us

19 feet edge to edge

**Typical Fifth
Grader**

Height: 4'4"
Weight: 75lbs

WTP and Pipeline Truck Trips Combined															
Phase	Round trips per hour	One Way per hour	Typical Work Hours	Hours per work day	One Way Trips per Work Day	Frequency in Minutes	Duration in Months	Start Date	End Date *	Days Duration (Assuming First to First)	Days Duration (Assuming First to Last)	Total Trips (First to First)	Total Trips (First to Last)		
1. WTP demolition and excavation - average over 32 months		3.5	M-F: 7 am - 7 pm / Sat :9 am -5 pm	11.5	40.25	17.5 min	32	6/1/2013	1/31/2016		834	33,569	33,569	Grey background fields came from LOT documents. White background are extrapolations. Lots of assumptions built in. The numbers come from table 14-A-1 in Construction Management Plan . Assumed a work day of 11.5 hours day 6 days a week (Saturdays are only 9 hour days). A 32 month construction window. For this portion half are running down Mapleton, half Kenthorpe/Old River Road/Cedar oak. Just think about it, for 32 months a truck will be running out of our neighborhood every 17 minutes. This is the average, spread out evenly over the construction period. It gets progressively worse as you look at peak periods.	
2. WTP demolition and excavation - peak 12 month		6.3		11.5	72.45	9.5 min	12	7/1/2013	6/30/2014		313			Every 9.5 minutes, we will see a dump truck on Mapleton or Kenthorpe and Highway 43. This will run through the entire 2013-2014 academic year. Please look at the photo below. This is a composite showing a typical mid size dump truck on Mapleton. I don't know if it is exactly what we will be seeing, but it serves illustrative purposes here. The dimensions come from a Peterbuilt specification. At this point the road is 19 feet from edge to edge. A typical mid size dump truck is 12 feet from mirror edge to mirror edge. Assuming a 1 foot buffer on the road margin, all other traffic, including bikes and pedestrians has 6 feet to maneuver. This is not the widest spot on Mapleton. But it's also not the narrowest. I am sure I will not be the only parent who no longer allows their child to walk on Mapleton. An average walk the length of Mapleton takes about 15 minutes, so chances are good that any walk we take we will encounter a dump truck.	
3. WTP demolition and excavation - peak 3 month		9.8		11.5	112.7	6 min	3	2/1/2014	4/30/2014		78			During this peak 3 month period a truck will run down Mapleton every 12 minutes, and also one will run down Kenthorpe every 12 minutes.	
														For the RWP and FWP portion I used Table 3. RWP and FWP Truck Trip Volume by Phase . Taking the round trips per hour, twelve hour work day and construction window, I extrapolated trips per day, frequency and total trip by phase. I have two totals for each phase depending on when work completes - the first or last day of month.	
4. HDD construction (via Mapleton) - normal	2	4	7 am - 7 pm (12)	12	48	15 min (4 min)	7 or 8	3/1/2014	10/1/2014		187	212	8,976	10,176	This phase is scheduled to start while the preceding phase of peak demolition at the plant is still on. If things go as scheduled, we'll be seeing truck loaded up from the plant every 6 minutes until the end of April. Starting in March, we'll be adding one more truck every 15 minutes for the pipeline. So, instead of almost 10 trucks an hour, for two months, we will be seeing almost 14 an hour on Mapleton and Kenthorpe. Presumably even the LOT people see that this is a problem, so probably during this period all the WTP trucks will run on Kenthorpe (so they get closer to 9.8 an hour). And Mapleton will get the 4 for the HDD work, plus whatever Kenthorpe can't handle for the WTP.
5. HDD construction (via Mapleton) - pullback	6	12	24-48 hours	24	288 - 576	5	NA	NA	NA	2	2	288	576	Every 5 minutes for up 48 hours straight, a truck will be lumbering up or down Mapleton and on through town. This could be at 3:00 am when most of us are trying to sleep, or 3:00 pm when the bus drops off the primary school kids.	
6. Open-cut construction on Mapleton	6	12	7 am - 7 pm (12)	12	144	5	4 or 5	11/1/2014	3/1/2015		105	131	15,120	18,864	Not only will we have a heavy truck drive by every 5 minutes for 4 -5 months, but we will also have a narrowed road and limited access to our homes. This will be happening during the rainy season. And it will be dark when the work starts each day, and dark when it finishes.
7. Open-cut construction on 43 (5 month duration)**	8	16	8 pm - 5 am (9)	9	144	3.75	5	6/1/2014	8/1/2015		130	130	18,720	18,720	For the duration, the people who live on or near Highway 43 will have trucks coming and going every 3 minutes and 45 seconds. Anyone who wants to sell their home then, or lease out a nearby apartment will be out of luck. Night businesses will suffer when patrons avoid the area. Light sleepers will probably go ballistic.
												43,104	48,336	Total RWP and FWP truck trips	
												33,569	33,569	Total WTP truck trips	
												76,673	81,905	Grand total one way truck trips	
														Thus far, my testimony has centered on the safety of our streets. But this is not just a safety issue. It is also a health and environmental issue. Think about this: We will all experience more than 75,000 trips in and around our homes by heavy duty diesel vehicles.	